

OFF-TRUCK REMOTE SHUTOFF

PROPANE SAFETY MEETING OUTLINE

Summary

This outline covers the requirements and procedures for installing, inspecting, operating and testing off-truck remote shutoff devices on LP-gas bobtails and transports in metered delivery service.

Who should attend

- Delivery truck drivers
- Transport drivers
- Plant supervisors
- Mechanics

NOTE: Employees in these job categories who do not attend this meeting should be trained on this subject as soon as possible.

Key codes and standards for this topic

NFPA 58, *LP-Gas Code* (2008 ed.), §9.4.1.3

Railroad Commission *LP-Gas Safety Rules*, §§9.2(54), 9.201(c)

49 *Code of Federal Regulations* §§173.315(n)(3), 177.840(l), 177.840(n)-177.840(o), 178.337-1(g)

Company Standard Operating Procedures (SOP)

Note any additional materials used on the attached documentation form, or indicate not applicable.

Documentation

Complete the attached documentation form listing the date, time and location of the safety meeting and the printed names and signatures of the attendees, name of persons who should have attended but did not, and copies of any materials distributed, video shown, or visual aids used in the demonstration. These materials should be properly filed in a safe location.

Notice

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RAILROAD COMMISSION OF TEXAS

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PROPANE SAFETY MEETING HANDOUT

The off-truck remote shutoff on your cargo tank motor vehicle (CTMV) provides the operator with a way to safely stop the flow of LP-gas and shut down the vehicle's engine and all motive and auxiliary power equipment in the event of an unintentional release of product. The related inspection and testing requirements are designed to ensure that the shutoff is available and working properly at all times.

All delivery-truck drivers and any applicable transport driver in your company must be knowledgeable about the off-truck remote shutoff installed on their CTMV and the procedures to follow if the equipment does not work properly or fails the daily test. Supervisors and mechanics must also be familiar with the off-truck remote shutoff requirements.

Off-truck remote shutoffs come under the U.S. Department of Transportation's definition of an "emergency discharge control," which reads, in part, as follows:

the ability to stop a cargo tank unloading operation in the event of an unintentional release. An off-truck remote means of emergency discharge control permits a qualified person attending the unloading operation to close the cargo tank's internal self-closing stop valve and shut off all motive and auxiliary power equipment at a distance from the cargo tank motor vehicle. 49 CFR §178.337-1(g)

Installation and testing procedures

- Emergency discharge control equipment must be installed under the supervision of a Registered Inspector. 49 CFR §173.315(n)(3)(i)
- The Registered Inspector must certify to the owner of the CTMV that the equipment is installed in accordance with the original component manufacturer's specifications and has been tested as required. 49 CFR §173.315(n)(3)(ii)
- The off-truck remote must close the internal self-closing stop valve and shut off all motive and auxiliary power equipment upon activation by a qualified person attending the unloading of the CTMV. The remote control must function reliably at a distance of 150 feet. The activation device must not be capable of reopening the internal self-closing stop valve after emergency activation. 49 CFR §173.315(n)(3)

NOTE: The 150 foot requirement applies even if the delivery hose on the CTMV is less than 150 feet long.



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- Each operator of a CTMV required to comply with the emergency discharge control requirements must carry on or within the CTMV written emergency discharge control procedures for all delivery operations. The procedures must describe the CTMV's emergency discharge control features. 49 CFR §177.840(l)
- The CTMV operator must successfully test the activation device within 18 hours prior to the first delivery of each day. For a wireless transmitter/receiver, the person conducting the test must be at least 150 feet from the cargo tank and may have the cargo tank in his line of sight. 49 CFR §177.840(o)
- If an unintentional release of product to the environment occurs during unloading, the qualified person unloading the CTMV must promptly shut the internal self-closing stop valve or other primary means of closure and shut down all motive and auxiliary power equipment. 49 CFR §177.840(n)

NFPA 58 (2008), §9.4.1.3 states:

All LP-gas cargo tank vehicles, whether used in interstate or intrastate service, shall comply with the applicable portion of the U.S. Department of Transportation Hazardous Materials Regulations of the DOT Federal Motor Carrier Safety Regulations (49 CFR, Parts 171-180, 393, 396, and 397) and shall also comply with any added requirement of this code [i.e., the *LP-Gas Code*].

The Railroad Commission's *LP-Gas Safety Rules* (February 2008), §9.201(c) states, in part:

Licensees . . . shall comply with other DOT or motor vehicle requirements, if applicable. In addition, transports . . . shall also comply with the applicable sections of Title 49 CFR, the Federal Motor Vehicle Safety Standards, and any other applicable regulations.

NOTE: Transport is defined in §9.2(54) as "any bobtail or semitrailer equipped with one or more containers."

Suggestion

Keep a spare battery for the off truck remote shutoff in each CTMV.



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PROPANE SAFETY MEETING

DOCUMENTATION FORM

Topic:

Name of Company:

Location:

City:

State:

Zip:

Date:

Instructor (Print Name)

Instructor (Signature)

If applicable, Instructor's Company/Address/Telephone and Cell Telephone No.:

Materials used at meeting (Attach copies of any printed materials distributed)

NOTES



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ATTENDEES

Clearly Print Name

Signature

[illegible]

ABSENTEE MAKEUP TRAINING

Date:

Instructor (Print Name)

Instructor (Signature)

If applicable, Instructor's Company/Address/Telephone and Cell Telephone No.:

A B S E N T E E S

Clearly Print Name _____

Signature _____
